

Appendix A California Environmental Quality Act Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

The California Environmental Quality Act requires that environmental documents determine significant or potentially significant impacts. In many cases, background studies performed in connection with the project indicate no impacts. A mark in the “no impact” column of the checklist reflects this determination. Any needed explanation of that determination is provided at the beginning of Chapter 2.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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AESTHETICS - Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentration?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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BIOLOGICAL RESOURCES - Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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CULTURAL RESOURCES - Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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HAZARDS AND HAZARDOUS MATERIALS -

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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LAND USE AND PLANNING - Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

MINERAL RESOURCES - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

NOISE - Would the project result in:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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POPULATION AND HOUSING - Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PUBLIC SERVICES -

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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RECREATION -

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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TRANSPORTATION/TRAFFIC - Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Result in inadequate parking capacity?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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UTILITY AND SERVICE SYSTEMS - Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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MANDATORY FINDINGS OF SIGNIFICANCE -

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, or cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
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SACRAMENTO, CA 94273-0001
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*Flex your power!
Be energy efficient!*

January 14, 2005

TITLE VI POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.


WILL KEMPTON
Director

"Caltrans improves mobility across California"



Appendix C State Historic Preservation Officer Concurrence Letter

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



November 3, 2004

REPLY TO: FHWA041004A

Lynn Faraone, Chief
Central California Cultural Resources Branch
Department of Transportation
2015 East Shields Avenue, Suite A-100
Fresno, CA 93726-5428

Re: Eligibility Determination and Finding of Effect for the Goshen to Kingsburg Six-Lane
Project in Tulare and Fresno Counties, California, EA 06-324500

Dear Ms. Faraone:

Thank you for submitting to our office your September 30, 2004 letter initiating consultation on the above referenced undertaking. Caltrans is consulting me in accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (PA)*. Caltrans and the Federal Highway Administration (FHWA) propose to widen the existing four- and five-lane sections of SR 99 to six lanes.

Identification of Historic Properties

You provided a copy of the Historic Property Survey Report (HPSR) and supporting documentation, which evaluated one archaeological site (CA-TUL-2450) and three architectural properties within the Area of Potential Effects (APE).

I would like to commend your efforts to identify prehistoric deposits along the Kings River. Your Extended Phase I excavations resulted in the identified a buried prehistoric deposit on the north bank of the Kings River west of State Route 99: CA-TUL-2450. This deposit is sparse; 4 flakes, 1 biface fragment, 1 modified flake, 4 fragments of burnt bone, 17 pieces of unburnt bone were recovered from 4 backhoe trenches. The cultural materials were found between 30 and 150 centimeters below ground surface; however, most were found in the vicinity of the contact of the sandy bar deposits and overlying muddy riverbank flood deposits. The consultant prepared Extended Phase I report describes the site as having geomorphologic integrity and that it represents a single component from late prehistory. The report suggests that "the materials encountered are on the periphery of a denser site; however, few archaeological site shave been documented along the Kings River."

Under Stipulation VIII.C.2. of the PA, you determined that CA-TUL-2450 is National Register eligible for the purposes of the project. In the HPSR, you concluded "given the limited nature in quantity and quality of artifacts recovered, the portion of the site to be affected does not appear to

FHWA041004A
Faraone
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contain deposits that would contribute to the overall eligibility of CA-TUL-2450,” and thus is not a contributing element to the site as a whole.

Empirical data you provided shows that all we know with certainty regarding the actual confirmed existence of the property called CA-TUL-2450 resides in the materials identified in the backhoe trenches. Accordingly, the property that was investigated, CA-TUL-2450, if it is in and of itself a discrete site, would not be eligible for the National Register. If the material uncovered were in fact, rather than speculatively, part of a larger site, then these materials would not contribute to any potential National Register eligibility that this larger site might have. In either case, we would concur with a determination that CA-TUL-2450, represented by prehistoric deposits would be neither an historic property nor contribute to a larger property that might be historic..

I concur with your determination that the following architectural properties are **ineligible** for the National Register:

1370 10th Street, Kingsburg, House
1380 10th Street, Kingsburg, House
831 Orange Avenue, Kingsburg, Buddhist Church

Finding of Effect

Regarding CA-TUL-2450, you have determined that “Native American and archaeological monitoring during construction is appropriate to ensure inadvertent adverse effects to a denser cultural deposit and/or human remains, as specified in Attachment 5 of the Programmatic Agreement.” You are proposing to establish and enforce an Environmentally Sensitive Area (ESA) along the western perimeter of the APE to prevent inadvertent impacts to the undocumented portion of the site outside the APE. I acknowledge your “finding of No Adverse Effect with Standard Conditions.”

Thank you for the opportunity to comment on this undertaking. If you have any questions about my comments, please contact staff archaeologist Julia Huddleson at (916) 654-4614 or at jhudd@ohp.parks.ca.gov.

Sincerely,



Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Appendix D U.S. Fish & Wildlife Service Species List

**Federal Endangered and Threatened Species that may be Affected
by Projects in the BURRIS PARK 7 1/2 Minute Quad**
Database Last Updated: June 1, 2004

Listed Species

Invertebrates

Branchinecta lynchi - vernal pool fairy shrimp (T)
Desmocerus californicus dimorphus - valley elderberry longhorn beetle (T)
Lepidurus packardii - vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus - delta smelt (T)

Amphibians

Rana aurora draytonii - California red-legged frog (T)

Reptiles

Gambelia (=Crotaphytus) sila - blunt-nosed leopard lizard (E)
Thamnophis gigas - giant garter snake (T)

Birds

Haliaeetus leucocephalus - bald eagle (T)

Mammals

Dipodomys nitratoideus exilis - Fresno kangaroo rat (E)
Dipodomys nitratoideus nitratoideus - Tipton kangaroo rat (E)
Vulpes macrotis mutica - San Joaquin kit fox (E)

Proposed Species

Amphibians

Ambystoma californiense - California tiger salamander (PT)

Species of Concern

Invertebrates

Lindneriella occidentalis - California lindneriella fairy shrimp (SC)
Lytta molesta - molestan blister beetle (SC)

Fish

Lampetra hubbsi - Kern brook lamprey (SC)
Pogonichthys macrolepidotus - Sacramento splittail (SC)
Spirinchus thaleichthys - longfin smelt (SC)

Amphibians

Spea hammondi - western spadefoot toad (SC)

Reptiles

Clemmys marmorata marmorata - northwestern pond turtle (SC)

Clemmys marmorata pallida - southwestern pond turtle (SC)

Phrynosoma coronatum frontale - California horned lizard (SC)

Birds

Agelaius tricolor - tricolored blackbird (SC)

Athene cunicularia hypugaea - western burrowing owl (SC)

Branta canadensis leucopareia - Aleutian Canada goose (D)

Buteo regalis - ferruginous hawk (SC)

Buteo Swainsoni – Swainson’s hawk (CA)

Calypte costae – Costa’s hummingbird (SC)

Carduelis lawrencei – Lawrence’s goldfinch (SC)

Chaetura vauxi – Vaux’s swift (SC)

Charadrius montanus - mountain plover (SC)

Elanus leucurus - white-tailed (=black shouldered) kite (SC)

Empidonax traillii brewsteri - little willow flycatcher (CA)

Grus canadensis tabida - greater sandhill crane (CA)

Lanius ludovicianus - loggerhead shrike (SC)

Melanerpes lewis – Lewis’ woodpecker (SC)

Numenius americanus - long-billed curlew (SC)

Picoides nuttallii – Nuttall’s woodpecker (SLC)

Plegadis chihi - white-faced ibis (SC)

Selasphorus rufus - rufous hummingbird (SC)

Mammals

Corynorhinus (=Plecotus) *townsendii townsendii* - Pacific western big-eared bat (SC)

Eumops perotis californicus - greater western mastiff-bat (SC)

Myotis ciliolabrum - small-footed myotis bat (SC)

Myotis volans - long-legged myotis bat (SC)

Myotis yumanensis - Yuma myotis bat (SC)

Onychomys torridus tularensis - Tulare grasshopper mouse (SC)

Perognathus inornatus - San Joaquin pocket mouse (SC)

Species with Critical Habitat Proposed or Designated in this Quad

vernal pool fairy shrimp (X)

vernal pool invertebrates (X)

vernal pool plants (X)

vernal pool tadpole shrimp (X)

=====

**Federal Endangered and Threatened Species that may be Affected
by Projects in the GOSHEN 7 1/2 Minute Quad**

Database Last Updated: June 1, 2004

Listed Species

Invertebrates

Branchinecta lynchi - vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus - valley elderberry longhorn beetle (T)

Lepidurus packardii - vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus - delta smelt (T)

Amphibians

Rana aurora draytonii - California red-legged frog (T)

Reptiles

Gambelia (=Crotaphytus) sila - blunt-nosed leopard lizard (E)

Thamnophis gigas - giant garter snake (T)

Birds

Haliaeetus leucocephalus - bald eagle (T)

Mammals

Dipodomys nitratoide exilis - Fresno kangaroo rat (E)

Dipodomys nitratoide nitratoide - Tipton kangaroo rat (E)

Vulpes macrotis mutica - San Joaquin kit fox (E)

Proposed Species

Amphibians

Ambystoma californiense - California tiger salamander (PT)

Species of Concern

Invertebrates

Lindieriella occidentalis - California lindieriella fairy shrimp (SC)

Lytta molesta - molestan blister beetle (SC)

Fish

Pogonichthys macrolepidotus - Sacramento splittail (SC)

Spirinchus thaleichthys - longfin smelt (SC)

Amphibians

Spea hammondi - western spadefoot toad (SC)

Reptiles

Clemmys marmorata marmorata - northwestern pond turtle (SC)

Clemmys marmorata pallida - southwestern pond turtle (SC)

Phrynosoma coronatum frontale - California horned lizard (SC)

Birds

Agelaius tricolor - tricolored blackbird (SC)

Athene cunicularia hypugaea - western burrowing owl (SC)
Branta canadensis leucopareia - Aleutian Canada goose (D)
Buteo regalis - ferruginous hawk (SC)
Buteo Swainsoni – Swainson’s hawk (CA)
Calypte costae – Costa’s hummingbird (SC)
Carduelis lawrencei – Lawrence’s goldfinch (SC)
Chaetura vauxi – Vaux’s swift (SC)
Charadrius montanus - mountain plover (SC)
Elanus leucurus - white-tailed (=black shouldered) kite (SC)
Empidonax traillii brewsteri - little willow flycatcher (CA)
Falco peregrinus anatum - American peregrine falcon (D)
Grus canadensis tabida - greater sandhill crane (CA)
Lanius ludovicianus - loggerhead shrike (SC)
Melanerpes lewis – Lewis’ woodpecker (SC)
Numenius americanus - long-billed curlew (SC)
Picoides nuttallii – Nuttall’s woodpecker (SLC)
Plegadis chihi - white-faced ibis (SC)
Selasphorus rufus - rufous hummingbird (SC)

Mammals

Ammospermophilus nelsoni - San Joaquin (=Nelson's) antelope squirrel (CA)
Corynorhinus (=Plecotus) townsendii townsendii - Pacific western big-eared bat (SC)
Eumops perotis californicus - greater western mastiff-bat (SC)
Myotis ciliolabrum - small-footed myotis bat (SC)
Myotis volans - long-legged myotis bat (SC)
Myotis yumanensis - Yuma myotis bat (SC)
Onychomys torridus tularensis - Tulare grasshopper mouse (SC)
Perognathus inornatus - San Joaquin pocket mouse (SC)

Plants

Atriplex cordulata - heartscale (SC)
Atriplex minuscula - lesser saltscale (SC)
Atriplex subtilis - subtle orache (SLC)

Species with Critical Habitat Proposed or Designated in this Quad

None

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**Federal Endangered and Threatened Species that may be Affected
by Projects in the SELMA 7 1/2 Minute Quad
Database Last Updated: June 1, 2004**

Listed Species

Invertebrates

Branchinecta lynchi - vernal pool fairy shrimp (T)
Desmocerus californicus dimorphus - valley elderberry longhorn beetle (T)

Fish

Hypomesus transpacificus - delta smelt (T)

Amphibians

Rana aurora draytonii - California red-legged frog (T)

Reptiles

Gambelia (=Crotaphytus) *silae* - blunt-nosed leopard lizard (E)

Thamnophis gigas - giant garter snake (T)

Birds

Haliaeetus leucocephalus - bald eagle (T)

Mammals

Dipodomys nitratoide exilis - Fresno kangaroo rat (E)

Dipodomys nitratoide nitratoide - Tipton kangaroo rat (E)

Vulpes macrotis mutica - San Joaquin kit fox (E)

Proposed Species

Amphibians

Ambystoma californiense - California tiger salamander (PT)

Species of Concern

Invertebrates

Branchinecta meso Vallensis - Midvalley fairy shrimp (SC)

Lindieriella occidentalis - California linderiella fairy shrimp (SC)

Lytta molesta - molestan blister beetle (SC)

Fish

Lampetra hubbsi - Kern brook lamprey (SC)

Pogonichthys macrolepidotus - Sacramento splittail (SC)

Spirinchus thaleichthys - longfin smelt (SC)

Amphibians

Rana boylei - foothill yellow-legged frog (SC)

Spea hammondi - western spadefoot toad (SC)

Reptiles

Clemmys marmorata marmorata - northwestern pond turtle (SC)

Clemmys marmorata pallida - southwestern pond turtle (SC)

Phrynosoma coronatum frontale - California horned lizard (SC)

Birds

Agelaius tricolor - tricolored blackbird (SC)

Athene cunicularia hypugaea - western burrowing owl (SC)

Branta canadensis leucopareia - Aleutian Canada goose (D)

Buteo regalis - ferruginous hawk (SC)

Buteo swainsoni - Swainson's hawk (CA)

Calypte costae - Costa's hummingbird (SC)

Carduelis lawrencei - Lawrence's goldfinch (SC)

Chaetura vauxi - Vaux's swift (SC)

Charadrius montanus - mountain plover (SC)

Elanus leucurus - white-tailed (=black shouldered) kite (SC)
Empidonax traillii brewsteri - little willow flycatcher (CA)
Falco peregrinus anatum - American peregrine falcon (D)
Grus canadensis tabida - greater sandhill crane (CA)
Lanius ludovicianus - loggerhead shrike (SC)
Melanerpes lewis – Lewis' woodpecker (SC)
Numenius americanus - long-billed curlew (SC)
Picoides nuttallii – Nuttall's woodpecker (SLC)
Plegadis chihi - white-faced ibis (SC)
Selasphorus rufus - rufous hummingbird (SC)

Mammals

Corynorhinus (=Plecotus) townsendii townsendii - Pacific western big-eared bat (SC)
Eumops perotis californicus - greater western mastiff-bat (SC)
Myotis ciliolabrum - small-footed myotis bat (SC)
Myotis volans - long-legged myotis bat (SC)
Myotis yumanensis - Yuma myotis bat (SC)
Perognathus inornatus - San Joaquin pocket mouse (SC)

Species with Critical Habitat Proposed or Designated in this Quad

None

=====

**Federal Endangered and Threatened Species that may be Affected
by Projects in the TRAVER 7 1/2 Minute Quad
Database Last Updated: June 1, 2004**

Listed Species

Invertebrates

Branchinecta lynchi - vernal pool fairy shrimp (T)
Desmocerus californicus dimorphus - valley elderberry longhorn beetle (T)
Lepidurus packardi - vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus - delta smelt (T)

Amphibians

Rana aurora draytonii - California red-legged frog (T)

Reptiles

Gambelia (=Crotaphytus) sila - blunt-nosed leopard lizard (E)
Thamnophis gigas - giant garter snake (T)

Birds

Haliaeetus leucocephalus - bald eagle (T)

Mammals

Dipodomys nitratoide exilis - Fresno kangaroo rat (E)
Dipodomys nitratoide nitratoide - Tipton kangaroo rat (E)

Vulpes macrotis mutica - San Joaquin kit fox (E)

Proposed Species

Amphibians

Ambystoma californiense - California tiger salamander (PT)

Species of Concern

Invertebrates

Linderiella occidentalis - California linderiella fairy shrimp (SC)

Lytta molesta - molestan blister beetle (SC)

Fish

Pogonichthys macrolepidotus - Sacramento splittail (SC)

Spirinchus thaleichthys - longfin smelt (SC)

Amphibians

Spea hammondi - western spadefoot toad (SC)

Reptiles

Clemmys marmorata marmorata - northwestern pond turtle (SC)

Clemmys marmorata pallida - southwestern pond turtle (SC)

Phrynosoma coronatum frontale - California horned lizard (SC)

Birds

Agelaius tricolor - tricolored blackbird (SC)

Athene cunicularia hypugaea - western burrowing owl (SC)

Branta canadensis leucopareia - Aleutian Canada goose (D)

Buteo regalis - ferruginous hawk (SC)

Buteo Swainsoni – Swainson’s hawk (CA)

Calypte costae – Costa’s hummingbird (SC)

Carduelis lawrencei – Lawrence’s goldfinch (SC)

Chaetura vauxi – Vaux’s swift (SC)

Charadrius montanus - mountain plover (SC)

Elanus leucurus - white-tailed (=black shouldered) kite (SC)

Empidonax traillii brewsteri - little willow flycatcher (CA)

Falco peregrinus anatum - American peregrine falcon (D)

Grus canadensis tabida - greater sandhill crane (CA)

Lanius ludovicianus - loggerhead shrike (SC)

Melanerpes lewis – Lewis’ woodpecker (SC)

Numenius americanus - long-billed curlew (SC)

Picoides nuttallii – Nuttall’s woodpecker (SLC)

Plegadis chihi - white-faced ibis (SC)

Selasphorus rufus - rufous hummingbird (SC)

Mammals

Corynorhinus (=Plecotus) *townsendii townsendii* - Pacific western big-eared bat (SC)

Eumops perotis californicus - greater western mastiff-bat (SC)

Myotis ciliolabrum - small-footed myotis bat (SC)

Myotis thysanodes - fringed myotis bat (SC)

Myotis volans - long-legged myotis bat (SC)

Myotis yumanensis - Yuma myotis bat (SC)

Onychomys torridus tularensis - Tulare grasshopper mouse (SC)

Perognathus inornatus - San Joaquin pocket mouse (SC)

Plants

Atriplex depressa - brittlescale (SC)

Species with Critical Habitat Proposed or Designated in this Quad

vernal pool fairy shrimp (X)

vernal pool invertebrates (X)

vernal pool plants (X)

vernal pool tadpole shrimp (X)

Appendix E Farmland Conversion Impact Rating for Corridor Type Projects

U.S. DEPARTMENT OF AGRICULTURE Natural Resources Conservation Service		NRCS-CPA-106 (REV. 3-02)	
FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS			
PART I (To be completed by Federal Agency)		3. Date Of Land Evaluation Request: 1/13/06	
1. Name of Project: State Rte 99 - Goshen to Kingsburg 6-Lane		4. Sheet 1 of 1	
2. Proposed Land Use: State Highway		5. Federal Agency Involved: Federal Highway Administration	
		6. County and State: Tulare County	
PART II (To be completed by NRCS)		1. Date Request Received By NRCS	
3. Does the corridor contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		2. Person Completing Form:	
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
4. Acres Irrigated: 625,070		Average Farm Size: 240	
5. Major Crop(s): Cotton, alfalfa, orchard		7. Amount of Farmland As Defined in FPPA: Acres: NA %	
6. Farmable Land In Government Jurisdiction: Acres: 703,295 % 23.7		10. Date Land Evaluation Returned by NRCS: 2-1-2006	
8. Name of Land Evaluation System Used: California state system		9. Name of State or Local Site Assessment System: none	
PART III (To be completed by Federal Agency)			
Alternative Corridor For Segment:			
Corridor A Corridor B Corridor C Corridor d			
A. Total Acres To Be Converted Directly: 1.21 1.21			
B. Total Acres To Be Converted Indirectly			
C. Total Acres In Site: 1.21 1.21			
PART IV (To be completed by NRCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland: 0.94			
B. Total Acres Statewide Important or Local Important Farmland: .27			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted: .00017%			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value: NA			
PART V (To be completed by NRCS) Land Evaluation Criterion			
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)			
70.6			
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria			
(Criteria are explained in 7 CFR 558.5 b & c. For Non-Corridor project use form AD-1006)			
1. Area In Non-urban Use	Maximum Points (15)	Corridor A	Corridor B
2. Perimeter In Non-urban Use	(10)	11	11
3. Percent Of Corridor Being Farmed	(20)	8	8
4. Protection Provided By State and Local Government	(20)	17	17
5. Size Of Present Farm Unit Compared To Average	(10)	17	17
6. Creation Of Non-farmable Farmland	(25)	5	5
7. Availability Of Farm Support Services	(5)	0	0
8. On-Farm Investments	(20)	5	5
9. Effects Of Conversion On Farm Support Services	(25)	20	20
10. Compatibility With Existing Agricultural Use	(10)	0	0
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)			
100			
Total Corridor Assessment (From Part VI above or local site assessment)			
160			
TOTAL POINTS (Total of above 2 lines)			
260			
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection	4. Was A Local Site Assessment Used?
			YES <input type="checkbox"/> NO <input type="checkbox"/>
5. Reason For Selection:			
Signature of Federal agency representative completing this form:			
Date:			
NOTE: Complete one form for each segment with more than one Alternate Corridor			
(See instructions on reverse side)			
Form NRCS-CPA-106 (02-02)			



Appendix F Comments and Responses

This appendix addresses the comments received on the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment, circulated for public review and comment from May 8, 2006 to June 26, 2006. A public hearing was held on June 8, 2006 to solicit further public comment on the document.

This appendix presents all of the written comments received on the document during the public comment period and provides the Caltrans responses to those comments.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

June 8, 2006

Juergen Vespermann
Department of Transportation, District 6
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726-5428

Subject: Goshen to Kingsburg Six Lane Project
SCH#: 2006051047

Dear Juergen Vespermann:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on June 7, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Response to the State Clearinghouse

This letter confirms that Caltrans has complied with the Clearinghouse review requirements. No other response is necessary.

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791



JUN 9 2006

Juergen Vespermann
California Department of Transportation
2015 East Shield Avenue, Suite 100
Fresno, California 93726

Goshen to Kingsburg Six Lane Project
State Clearinghouse (SCH) Number: 2006051047

Staff for the Department of Water Resources has reviewed the subject document and provides the following comments:

Portions of the proposed project may be located within a regulated stream over which The Reclamation Board has jurisdiction and exercises authority. If the project includes any "channel reconfiguration" that was not previously permitted, new plans must be submitted. Section 8710 of the California Water Code requires that a Board permit must be obtained prior to start of any work, including excavation and construction activities, within floodways, levees, and 10 feet landward of the landside levee toes. A list of streams regulated by the Board is contained in the California Code of Regulations, Title 23, Section 112. The application and Title 23 regulations can be found on the Reclamation Board's website at www.recbd.ca.gov.

Section 8(b)(2) of the Regulations states that applications for permits submitted to the Board must include a completed environmental questionnaire that accompanies the application and a copy of any environmental documents if they are prepared for the project. For any foreseeable significant environmental impacts, mitigation for such impacts shall be proposed. Applications are reviewed for compliance with the California Environmental Quality Act.

Section 8(b)(4) of the Regulations states that additional information, such as geotechnical exploration, soil testing, hydraulic or sediment transport studies, biological surveys, environmental surveys and other analyses may be required at any time prior to Board action on the application.

You may disregard this notice if your project is outside of the Board jurisdiction. For further information, please contact me at (916) 574-1249.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Mirmazaheri".

Mike Mirmazaheri, Chief
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Response to the California Department of Water Resources

All Caltrans projects are covered by the Caltrans Statewide National Pollutant Discharge Elimination System Permit No. CAS000003 (State Water Resources Control Board No. 99-06-DWQ). Under this permit, the required Storm Water Management Plan directs that potential impacts to water quality (erosion, discharges of hazardous material, disruption of natural drainage patterns, etc.) be addressed in the planning, design, and construction phases. In addition, a Notification of Construction is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days before construction starts. A permit would be obtained by the California Reclamation Board for construction at the Kings River and Cross Creek.



Linda S. Adams
Secretary for
Environmental Protection

California Regional Water Quality Control Board

Central Valley Region

Fresno Office
1685 E Street, Fresno, California 93706-2020
(559) 445-5116 • Fax (559) 445-5910
<http://www.waterboards.ca.gov/centralvalley>



Arnold Schwarzenegger
Governor

9 June 2006

Juergen Vespermann, Chief
Southern Sierra Environmental Analysis Branch
California Department of Transportation
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

INITIAL STUDY / PROPOSED MITIGATED NEGATIVE DECLARATION, GOSHEN TO KINGSBURG SIX LANE PROJECT, SCH# 2006051047, FRESNO, FRESNO AND TULARE COUNTIES

We received your request for comments on the Initial Study / Proposed Mitigated Negative Declaration for the Goshen to Kingsburg Six Lane Project on 10 May 2006. The proposed project is to widen a 13.6 mile segment of State Route 99 from a four / five-lane freeway to a six-lane freeway. The project also includes the replacement of the southbound Kings River Bridge, the lengthening of Cross Creek Bridge #46-34R, and the widening of 17 other bridges.

Based on the information provided in this Initial Study / Proposed Mitigated Negative Declaration document, the concerns of the Board have been addressed in Chapter 2 Sections 2.2 and 2.3. We have no further comments.

Thank you for the opportunity to comment on this Initial Study / Proposed Mitigated Negative Declaration. If you have any questions regarding our comments, please call me at (559) 445-6046.

MARGARITA GORDUS
ENVIRONMENTAL SCIENTIST

cc: State Clearinghouse, Sacramento

California Environmental Protection Agency



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Response to the California Regional Water Quality Control Board

Comment noted.



OFFICERS
LARRY S. CRUFF, President
MARK A. GILKEY, Manager/Treasurer
MARGARET MACIAS, Secretary
ZOELLEN S. TAYLOR, Assessor/Collector
J.R. SUMMERS, Consultant Engineer

2255 Chandler Street - PO Box 209 - Selma, California 93662
Phone (559) 896-1660 • Fax (559) 896-8488

DIRECTORS
THOMAS E. FEATHER, FOWLER
LARRY S. CRUFF, SELMA
STEVE FRAUENHEIM, SANGER
BOB PETERSEN, KINGSBURG
ROBERT NIELSEN JR., CARUTHERS

May 26, 2006

Department of Transportation
Attn: Judith Lopez
2015 E Shields Ave, Suite 100
Fresno Ca 93726-5428

Subject: Notice of Availability of Draft Environmental Document and
Announcement of Public Hearing for the Goshen/Kingsburg
6-Lane Freeway Project

Ms Judith Lopez:

With respect to the above subject Freeway Project, please be advised that Consolidated Irrigation District's Cole Slough Canal crosses the Freeway just North of the Kings River.

Please contact the District if you have questions or require further details.

Sincerely,

Mark Gilkey,
General Manager



Response to the Consolidated Irrigation District

Thank you for your comments on the draft environmental document. Caltrans Environmental Engineer David Troop contacted the Consolidated Irrigation District to discuss the Cole Slough, one of the original branches of Cross Creek, north of the Kings River. Freeway construction at the Cole Slough would include the following:

- Cole Slough East Culvert Widening—Widening to the east a minimum of 0.61 meter (2 feet) for shoulder widening and approximately 0.46 to 0.61 meter (1.5 to 2 feet) for a concrete barrier, which would require lengthening the box culvert and constructing a new headwall.
- Cole Slough West Culvert Widening—Widening the median approximately 3 meters (10 feet) to the west of the freeway, which would cover the existing portion of the box culvert. There would be no modifications to the box culvert for the widening.

After discussing the project with Assistant Manager Lupe Chavez of the Consolidated Irrigation District, Caltrans staff forwarded the requested cross-sections for the Cole Slough to the Consolidated Irrigation District on August 11, 2006. Layouts of the area would be available during the design stage of the project.



NAME:

John Hernandez

ADDRESS:

2337 Fresno St. City: Fresno ZIP: 93721

REPRESENTING:

Central California Hispanic Chamber

Do you wish to be added to the project mailing list?



YES



NO

Please drop comments in the Comment Box or

Mail to:

CALTRANS CENTRAL REGION

ATTN: Judith Lopez

2015 East Shields Avenue, Suite 100

Fresno, CA 93726

E-mail: judith_lopez@dot.ca.gov

I would like the following comments filed in the record (please print):

The central California Hispanic Chamber of Commerce is in support of this project. We believe that improvements to Hwy 99 are long overdue.

John Hernandez
President

Closing response date: June 26, 2006

**Response to John Hernandez, Central California Hispanic Chamber of
Commerce**

Comment noted.



NAME: Bob KLEMS CFO, WARD RIVER RANCH, LLC

ADDRESS: 2501 E. CHAPMAN #150 CITY: KUVERTON ZIP: 92831

REPRESENTING: WARD RIVER RANCH, LLC, WARD DRIVE, @ Q#384

Do you wish to be added to the project mailing list?

☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: CALTRANS CENTRAL REGION
ATTN: Judith Lopez
2015 East Shields Avenue, Suite 100
Fresno, CA 93726
E-mail: judith_lopez@dot.ca.gov

714-773-4181

bob@KLEMSPA.COM

I would like the following comments filed in the record (please print): THE STUDY DATED
APRIL, 2006 RE: GOSHEN/KINGSBURG 6 LANE FREEWAY
IS FULL OF ERRORS RELATING TO MY PROPERTY. THE STUDY
NEEDS TO EXTEND SOUTH TO INCLUDE MY FULL PROPERTY -
PREGNANT MARES WITH BABES. EFFECT OF WILLIAMSON ACT
NOT CONSIDERED ON MY PROPERTY. PROPOSED PROPERTY
LINES ON MY PROPERTY ARE WRONG. I NEVER
RECEIVED NOTICE OF 10/16/02 PUBLIC HEARING.
AIR QUALITY ON PREGNANT MARES & FOALS HAS
BEEN IGNORED. NOISE LEVELS ON SAME IGNORED.
ANIMAL SPECIES SECTION IGNORE HORSES ON OUR RANCH,
RANCH HAS BEEN THERE SINCE 1891

Closing response date: June 26, 2006

Ward River Ranch, LLC
2501 E. Chapman Ave, Suite 150
Fullerton, California
92831

Department of Transportation
Attn: Michael Foster
2015 E. Shields Ave.
Fresno, California, 93726

Department of Transportation
Attn: Gordon Watkins
855 M Street
Fresno, California, 93721

Department of Transportation
Attn: Judith Lopez
2015 E. Shields Ave, Suite 100
Fresno, California, 93726

Department of Transportation
Attn: Lou Birdwell
855 M Street
Fresno, California, 93721

“Notice of Gross Negligence and Misrepresentation”

Re: Goshen/Kingsburg 6- Lane Freeway Project

Dear State Employees:

I am sending a copy of this letter and it's attachments to the Governor so his office may investigate the Department of Transportation for Gross Negligence and Misrepresentation. These are probably the least of my potential claims.

I attended, on behalf of my Company, the meeting indicated for June 8, 2006. (Exhibit A) I could not attend a prior meeting of October 16, 2002 because I was not “Noticed” as I was for the June 8, 2006 meeting.

1

At this meeting I received the Study as reflected as Exhibit B. I quickly read the study and noted that it was full of errors, omissions and irregularities. I met with representatives from The Department of Transportation at a long table down the middle of the room. On this table was a pieced together aerial photograph of the project. On the photograph were lines and notations of where the project was to be built and improvements to adjoining lots. I asked a representative why the “sound wall” was only going down partially along my property since it covered the entire length of my neighbor's property. I was given vague answers and was directed to Lou Birdwell.

Mr. Birdwell and I had a lengthy discussion which was observed by the other gentlemen whose business cards are included as Exhibit C.

Department of Transportation

June 23, 2006

Page 2

My observations included the inadequacy of the Study, the errors in the Study and the effect on my ranch. These include, but are not limited to the following:

1) The effect of the increase level of noise and pollution on mares and foals on my property. The Study already concluded these levels exceed EPA required levels. My question to these representatives was: "Would you like your pregnant wife and newborn child to be subject to this for 24 hours a day, 7 days a week, 52 weeks of the year?" Guess what, no one answered in the affirmative.

2

2) The correct easement lines for the County on the Property.

3

3) The violation of the Williamson Act (California Land Conservation Act of 1965), which my property is under. The Study incorrectly concluded there was no property affected by the Williamson Act. (Page 86, #b) Wrong!

4

4) The fact that the Study discussed animal species effected, but ignored horses. This is a major omission since my ranch has been the River Ranch since 1891. Currently the Ranch specializes in breeding and foaling mares. While, as Ward River Ranch, LLC, we own no horses, we must be careful with the studs, mares and babies or we will lose our customers.

5

There are other issues, but I did not want to expand this presentation beyond reason. For example, why was there nothing in the Study to indicate the amount of transportation that would travel on the 99 instead of Interstate 5? Surely this would also have a negative impact.

6

Mr. Lou Birdwell was kind enough to contact me the next day to apologize for misleading me at the meeting. (Exhibit D) He was genuinely sorry. That was refreshing to hear since everyone else seemed content to mislead me.

Hopefully these issues will not result in litigation, which I would be willing to do, if necessary.

Very truly yours,


Robert V. Klems, Jr, CFO

Enc.

Cc: Governor Arnold Schwarzenegger

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

Arnold Schwarzenegger, Governor

DEPARTMENT OF TRANSPORTATION

2015 East Shields Avenue, Suite 100
FRESNO, CA 93726-5428
PHONE (559) 243-8196
FAX (559) 488-8215
TTY (559) 488-4066



*Flex your power!
Be energy efficient!*

May 5, 2006

Robert V., Jr. and Laura J. Klems
2501 E. Chapman Avenue
Fullerton, CA 92831-5420

APN: 028-200-031

**Notice of Availability of Draft Environmental Document
and Announcement of Public Hearing for the Goshen/Kingsburg 6-Lane Freeway Project**

Dear Property Owner:

The California Department of Transportation (Caltrans), in cooperation with the Federal Highway Administration and the Tulare County Association of Governments is proposing to widen State Route 99 to a six-lane highway between the Goshen Overhead in Tulare County and Route 201 in Fresno County. Additional improvements to this section include widening 17 bridges, installing a concrete median barrier and constructing three soundwalls.

This letter is to notify you that the draft Initial Study/Environmental Assessment now available for public circulation. Comments on the document are being accepted until June 26, 2006. Please submit any comments to Judith Lopez, at 2015 East Shields Avenue, Suite 100, Fresno, CA 93726.

A Public Hearing will be held to present the current status of the project and to obtain public input, before a final design is selected. At the Public Hearing, design maps of the project area will be available and Caltrans staff will be present to answer your questions. There will be no formal presentation, so you may arrive at any time. The date, time and location of the hearing are listed below.

When: Thursday, June 8, 2006 **Where:** Lincoln Elementary School, Multipurpose Room
4:00 p.m. to 7:00 p.m. 1900 Mariposa Street, Kingsburg, CA 93631

Enclosed is a copy of the Public Notice, which includes more information on the hearing and lists locations on where to obtain the Draft Environmental Document. If you have any questions, please contact me at (559) 243-8297.

Sincerely,

Judith Lopez, Associate Environmental Planner
Southern Sierra Environmental Analysis
District 6

Enclosure

EXHIBIT A

EXHIBIT B to this comment is the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment (109 pages) circulated from May 8, 2006 through June 26, 2006.



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CENTRAL REGION - RIGHT OF WAY OFFICE

Appraisal Branch
855 M Street, Suite 200
Fresno, CA 93721

Telephone (559) 445-6123
CALNET 8-421-6123
FAX (559) 445-6175

lou_birdwell@dot.ca.gov

LOU BIRDWELL
Associate Right of Way Agent



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CENTRAL REGION - RIGHT OF WAY OFFICE

855 M Street, Suite 200
Fresno, CA 93721

Telephone (559) 445-~~5974~~6123
CALNET 8-421-5974
FAX (559) 445-6215

gordon_watkins@dot.ca.gov

GORDON WATKINS
Associate Right of Way Agent
Relocation Assistance Program

State of California

District 6
Program/Project Management Division
2015 East Shields Avenue, Suite 100
Fresno, CA 93726-5428



Phillip R. Sanchez, P.E.
Project Manager

(559) 243-3466
FAX (559) 243-3426
phillip_sanchez@dot.ca.gov

EXHIBIT C

Station15

From: Station10
Sent: Friday, June 09, 2006 11:32 AM
To: Station15
Subject: FW: Horse Ranch

-----Original Message-----

From: Lou Birdwell [mailto:lou_birdwell@dot.ca.gov]
Sent: Friday, June 09, 2006 10:53 AM
To: bob@klemscpa.com; klemscpa@gte.net
Cc: Jamie Lupo; Nick Dumas; Phillip Sanchez; Jun Xu Michael Foster
Subject: Horse Ranch

Mr Klems

After our introduction and discussion concerning the construction of a sound wall on the west side of State Route 99, just south of Kingsburg, the following was brought to my attention:

I was told that a sound wall would be constructed about three-fourth-(3/4) across your property frontage. This same information was what you and I discussed last night at the Lincoln School in Kingsburg.

After we spoke the engineer and sound wall engineer said that the maps were not quite right that what appeared to be a sound wall was really a retaining wall that would be constructed on the east side of your parcel.

I want to convey this new information to you and in no way did the Department intend deceive or misrepresent to you how we would construct the project.

Project Engineer is Jun Xu-559-243-3590,
Project Manager is Phillip Sanchez-559-243-3590
These two men are here to help and answer any additional questions

Please feel free to call the project manager if you have questions concerning the design of the project, he will direct you to the professional that can answer your question.

I wish you the best, and again I apologize for the misinformation I wanted to respond to you as soon as possible.....LB

Lou Birdwell
Right of Way Estimates
office: (559) 445-6123
fax: (559) 445-6175

EXHIBIT J

Response to Robert V. Klems Jr., Ward River Ranch, LLC

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 6

2015 EAST SHIELDS AVENUE, SUITE A-100
FRESNO, CA 93726-5428
PHONE (559) 243-3466
FAX (559) 243-3426
TTY (559) 488-4066



*Flex your power
Be energy efficient*

July 20, 2006

Mr. Robert V. Klems Jr., CFO
Ward River Ranch, LLC
2501 E. Chapman Avenue, Suite 150
Fullerton CA 92831-5420

Thank you for attending the public hearing held on June 8, 2006 in Kingsburg and letting us know your concerns, which were stated both at the meeting and in a letter that we received on June 23, 2006. We will provide complete responses to each comment in your letter in the final environmental document as required by the California Environmental Quality Act and the Federal National Environmental Policy Act.

We apologize for any confusion caused during the public hearing and would like to follow up in clarifying your concerns with this letter.

We have attempted to inform you of this project. We contacted you by letter, dated January 25, 2002, with a request to enter your property to conduct environmental studies. On October 3, 2002, we sent two written Public Information Meeting invitations to your company address. Both notices were marked return to sender with no forwarding address. Caltrans also placed meeting notices in the Fresno Bee, the Selma Enterprise, the Kingsburg Recorder, the Visalia Times Delta, and the Tulare Advance-Register for both the Public Information Meeting held on October 16, 2002 and a Public Hearing held on June 8, 2006.

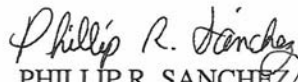
At the public hearing Caltrans illustrated that a soundwall would be constructed along Route 99 parallel to a significant portion of the Ward River Ranch property frontage. As Mr. Birdwell's email to you has stated, our statements at the meeting were incorrect. We apologize for any confusion. A detailed response to your comments about noise will be included in the final environmental document.

Thank you for pointing out the correct easement for the County on your property. The county frontage road right of way lines for the property at the Ward Drive intersection presented at the Public Hearing were not correct. Attached is a map that shows the correct right of way lines. Prior to any property acquisition, all the existing and the proposed property lines will be verified and determined by a professional licensed surveyor.

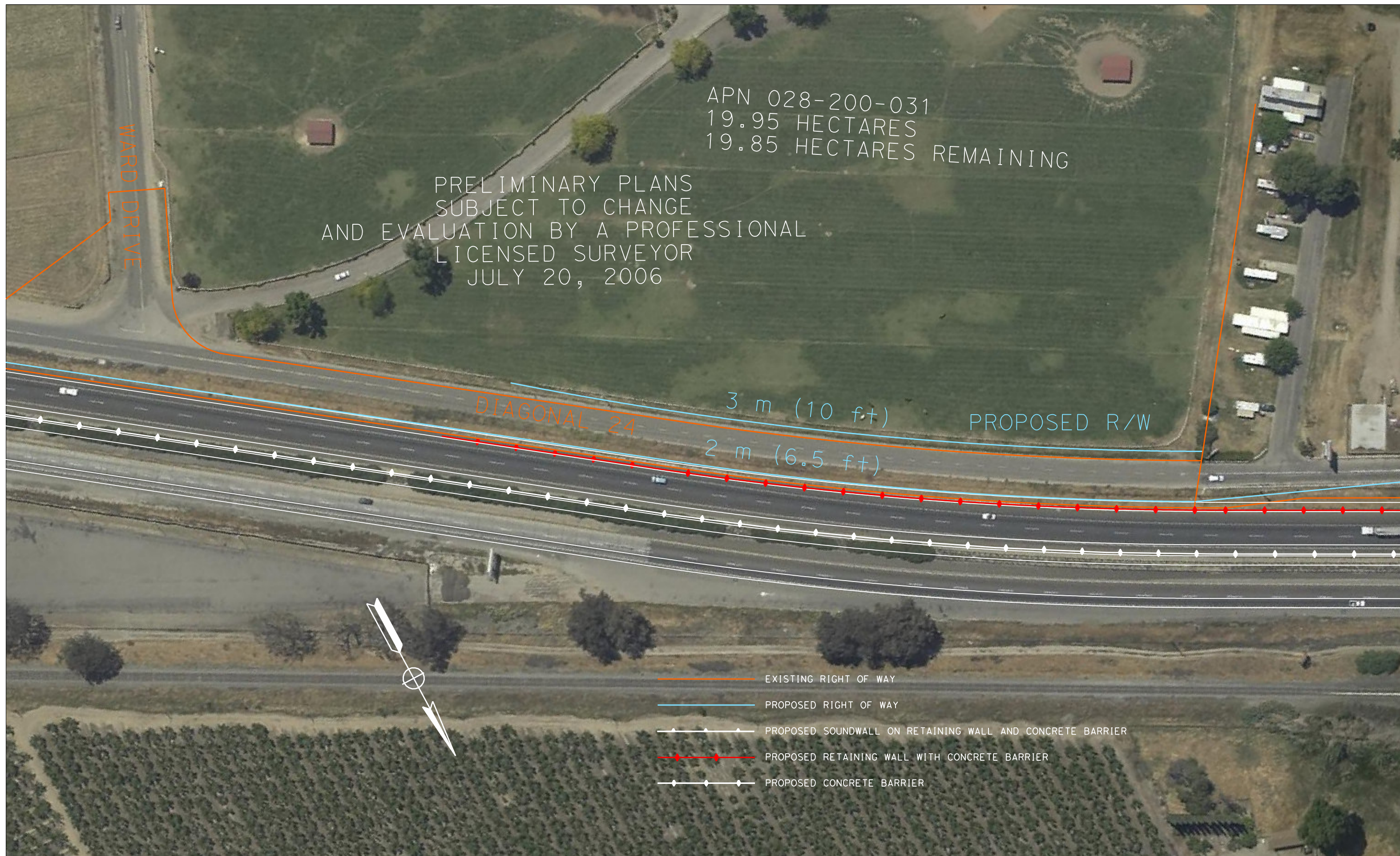
Mr. Robert Klems Jr.
July 20, 2006
Page 2

We appreciate your comments about the project and potential environmental impacts. Each of these comments will be addressed in the final environmental document, which is scheduled to be completed and approved by October 2006. Caltrans will mail a copy of the final environmental document to you. Please contact me at (559) 243-3466 if you have any questions.

Sincerely,


PHILLIP R. SANCHEZ
Project Manager
District 6 Program Project Management

Enclosure



Response to Ward River Ranch, LLC

1. See Caltrans letter dated July 20, 2006.
2. Caltrans conducted a noise study at the Riverland property and the Ward River Ranch in response to Mr. Klems' letter dated June 23, 2006. A Noise Study Report dated August 10, 2006 was prepared documenting the results of the study.

Abatement is considered when computer modeling predicts that a project would cause future noise levels to approach or exceed the levels in the table below.

Federal Activity Categories and Noise Abatement Criteria

Activity Category	Noise Abatement Criteria Hourly A-Weighted Noise Level, Average Decibels Over One Hour	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: Caltrans Traffic Noise Analysis Manual, 1998

A-weighted decibels are adjusted to approximate the way humans perceive sound

The current noise level at the residence nearest the freeway at the Ward River Ranch is 61.6 decibels. The predicted noise level for the year 2030 is 65.1 decibels. These levels do not approach or exceed the Noise Abatement Criteria level of 67 decibels, set by the Federal Highway Administration.

Noise abatement is also considered when the predicted traffic noise levels substantially increase (by 12 or more decibels) over the existing noise levels. However, the expected increase at the Ward River Ranch residence is only 3.5 decibels.

The current noise level at the residence nearest the freeway at Riverland is 74.1 decibels. By the year 2030, the noise level is predicted to reach 77.5 decibels. A soundwall 4.0 meters (13 feet) high and 338 meters (1,108 feet) long—beginning 58 meters (190 feet) south of the Kings River Bridge, and extending approximately 79 meters (260 feet) south of the Riverland property—would reduce the noise level at least 5 decibels for residences at Riverland. The Ward River Ranch would benefit from the soundwall near Riverland, though the noise reduction would be less than 5 decibels.

An updated Air Quality Report dated August 25, 2006 was prepared. This project conforms to the federal Clean Air Act and complies with the National Ambient Air Quality Standards as well as state standards. No new violations of particulate matter or carbon monoxide would be generated as a result of this project. Short-term impacts would take place during construction. Air pollutants would be generated from the construction equipment as a result of demolition, grading, hauling and other construction activities.

Construction of the Preferred Alternative would decrease congestion, ease mobility, increase capacity, and enhance traffic safety, which would result in an improved Level of Service within the project limits. The level of air quality would be maintained as a result of this project.

3. See Caltrans letter dated July 20, 2006.
4. Caltrans acknowledges that references to the Williamson Act in the draft environmental document needed correcting. Williamson Act farmlands have been identified, and the California Environmental Quality Act Checklist in Appendix A has been revised. Caltrans' acquisition of 0.10 hectare (0.25 acre) of your property under the Williamson Act would not result in a cancellation or violation of the contract. The project has no significant farmland impacts for California Environmental Quality Act purposes.
5. The draft environmental document discussed potential impacts to wildlife not listed or proposed for listing under the state or federal Endangered Species

- Act. Domestic livestock are not covered by the act and are not studied because they are not wildlife, nor listed as threatened or endangered.
6. Interstate 5 is not a viable alternative for the existing or future traffic identified in the final environmental document. Interstate 5, although parallel to State Route 99, is approximately 50 miles west of State Route 99.



NAME: Nigel Anderson
ADDRESS: 38496 Road 12 CITY: Kingsburg ZIP: 93631
REPRESENTING: Self + travelers in area

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: CALTRANS CENTRAL REGION
ATTN: Judith Lopez
2015 East Shields Avenue, Suite 100
Fresno, CA 93726
E-mail: judith_lopez@dot.ca.gov

I would like the following comments filed in the record (please print): On the north bound
off ramp where you turn left over the freeway
there is a sign (arrow) that blocks vision if you are
driving a car and you cannot see on coming traffic
to the left. The arrow should be raised or lowered
so it allows clear vision. there have been several
near accidents

Closing response date: June 26, 2006

Response to Virgil Anderson

Thank you for your comment. According to the Caltrans Maintenance Division, the northbound off-ramp “one-way” sign has been adjusted higher so motorists now have a better view.

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GOSHEN KINGSBURG SIX LANE PROJECT

CALTRANS PUBLIC HEARING

Kingsburg, California

Thursday, June 8, 2006

CORRECTED TRANSCRIPT
AUGUST 25, 2006

CERTIFIED COPY

ATKINSON-BAKER, INC.
COURT REPORTERS
(800) 288-3376
www.depo.com

Reported by: WENDY J. PRIEST, CSR No. 12722

FILE NO.: A004295

CALTRANS PUBLIC HEARING

Public Hearing taken on behalf
of CalTrans, at Lincoln Elementary
School, 1900 Mariposa Street,
Kingsburg, California, beginning at
4:05 p.m. and ending at 7:06 p.m. on
Tuesday, June 8, 2006, before WENDY
J. PRIEST, Certified Shorthand
Reporter No. 12722.

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APPEARANCES:

For The State of California:

STATE OF CALIFORNIA
Department of Transportation
Juergen Vespermann
Senior Environmental Planner
2015 East Shields, Suite 100
Fresno, California 93726
(559) 243-8157

Kingsburg, California, Thursday, June 8, 2006

4:05 p.m. - 7:06 p.m.

JUERGEN VESPERMANN: The public hearing is
officially open. (4:05 p.m.)

JOLENE POLYACK: On the walls, I'm hoping that
they can do some sort of Swedish decoration and within
the wall, like either a Dala D-a-l-a horse, or the
Swedish flag or some -- something, a coffee pot, that's
-- we have a water tower that has a coffee pot, so they
can do that, something along those lines that will
maintain the culture of the town when the wall goes up.
That's it.

JUERGEN VESPERMANN: It's officially closed.

(7:06 p.m.)

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I, the undersigned, a Certified Shorthand
Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken
before me at the time and place herein set forth; that
any witnesses in the foregoing proceedings, prior to
testifying, were placed under oath; that a verbatim
record of the proceedings was made by me using machine
shorthand which was thereafter transcribed under my
direction; further, that the foregoing is an accurate
transcription thereof.

I further certify that I am neither financially
interested in the action nor a relative or employee of
any attorney of any of the parties.

IN WITNESS WHEREOF, I have this date subscribed
my name.


WENDY J. PRIEST
CSR No. 12722

Response to Jolene Polyack

The enhancements suggested by Jolene Polyack are considered artwork. It is Caltrans' intent to provide aesthetic treatments to the soundwalls that would compliment Swedish architecture. Typically, Caltrans projects provide aesthetic treatments in the way of patterns, textures, colors of masonry block, and vine plantings. Additional artwork may be funded by Transportation Enhancement Activities monies or from private sources that may be available. Transportation Enhancement Activities monies may be available from Caltrans or Fresno County. The City of Kingsburg would apply for the Transportation Enhancement Activities funding. The City of Kingsburg and Caltrans would work cooperatively during the design phase of the project to see if this artwork could be implemented.



Appendix G Mitigation Measures

Project Mitigation Measures

Resource	Resource Impact	Mitigation Measure
Cultural Resources	Construction activities near CA-TUL-2450	<ul style="list-style-type: none"> • Establish one Environmentally Sensitive Area. • Native American monitor during construction.
Hydraulics	<p>Designated Floodway at Kings River</p> <p>Floodplain at Traver Canal and Creek</p>	<ul style="list-style-type: none"> • Potential retention basis with equalizer cross culverts at Kings River. • Concrete barriers replaced by thrie-beam barrier. • Bio-swailes and new drainage inlets for drainage. • California Reclamation Board encroachment permit, U.S. Army Corps of Engineers Nationwide Section 404 permit, California Regional Water Control Board Section 401 Water Quality Certification .
Water Quality	Short-term impacts to surface water quality during construction	<ul style="list-style-type: none"> • Incorporate Best Management Practices. • Coordination with Regional Water Quality Control Board and Kings River Conservation District. • Construction activity across to irrigation canals north of Cross Creek must remain at least 10 feet away from agricultural wells. • National Pollutant District Elimination System permit required.
Geology/Soils	Southbound Kings River Bridge to be replaced	Subsurface investigation for cast-in-drilled hole piles to be reported to Geotechnical unit.
Hazardous Waste Materials	Asbestos-containing materials in bridge structures	Provisions for removal and disposal part of construction planning, if needed.
Air Quality	Air quality	<ul style="list-style-type: none"> • Contractor must comply with San Joaquin Valley Unified Air Pollution control district regulations. • Caltrans Standard specifications for dust control and dust palliative requirements, for example, watering construction site, runoff and erosion control, traps on diesel-exhaust systems, emission-control retrofits on older vehicles.
Noise	Future traffic noise	Three soundwalls proposed in Kingsburg, at the Kings Inn Motel, and Riverland RV park.

Resource	Resource Impact	Mitigation Measure
Wetlands and Other Waters	Temporary and permanent impacts to Kings River and Cross Creek	<ul style="list-style-type: none"> • Onsite in-kind replacement or credits purchased from wetlands mitigation bank. • Clean Water Act Sections 401 and 404 Nationwide permit to be acquired. • Section 1602 Streambed Alteration Agreement from California Department of Fish and Game. • California Reclamation Board encroachment permit for Kings River and Cross Creek.

Animal Species	Palid Bat and Yuma Myotis Bat	<ul style="list-style-type: none"> • Section 1602 Streambed Alteration Agreement from California Department of Fish and Game to determine compensation for habitat removal • New habitat would be incorporated into new southbound structure and/or offsite.
Threatened and Endangered Species	San Joaquin kit fox migration corridor near Cross Creek Nine Valley Elderberry longhorn beetle Swainson's hawk	<p>Comply with the Biological Opinion received on June 23, 2006 for the protection of the San Joaquin Kit Fox and the valley elderberry longhorn beetle.</p> <p>San Joaquin kit fox</p> <ul style="list-style-type: none"> • Pre-construction surveys • bridges and box culverts would remain to allow kit foxes to cross the freeway • Combination of concrete barrier and thrie beam for this project • Right-of-way fences designed to allow kit fox passage <p>Valley Elderberry Longhorn Beetle</p> <ul style="list-style-type: none"> • Two host shrubs for the Elderberry longhorn beetle would be established as Environmentally Sensitive Areas. • Seven shrubs would be transplanted in suitable area and additional shrubs would be planted <p>Swainson's Hawk</p> <ul style="list-style-type: none"> • Pre-construction surveys • Swainson's hawk next would be avoided during nesting season (March 1 – September 15) • No pile driving or relatively loud construction activities are scheduled within 0.40-kilometer (0.25-mile) distance from the nest • Biological monitoring if avoidance is not practicable during construction
Invasive Species	Small populations of yellow-star-thistle removed	Removal is not likely to result in the spread of species. Extra precautions would be taken if invasion occurs.

Appendix H Summary of Relocation Benefits

California Dept. of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

The California Department of Transportation (Caltrans) would provide relocation advisory assistance to any person, business, farm, or non-profit organization displaced as a result of Caltrans' acquisition of real property for public use. Caltrans would assist residential displacees in obtaining comparable decent, safe, and sanitary replacement housing by providing current and continuing information on sales prices and rental rates of available housing. Non-residential displacees would receive information on comparable properties for lease or purchase.

Residential replacement dwellings would be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees would be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, or national origin, and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance would also include supplying information concerning federal- and state-assisted housing programs, and any other known services being offered by public and private agencies in the area.

Residential Relocation Payments Program

To request a copy of the Relocation Assistance for Residential Relocation brochure or any brochures referenced in the sections immediately below, please contact the following individual (please specify the project name: Goshen/Kingsburg 6-Lane Freeway project):

Judith Lopez, Associate Environment Planner
Southern Sierra Environmental Analysis Branch
California Department of Transportation
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

Or access the brochure via the Internet at the following links (the first link listed is for the English version of the brochure; the second link listed is for the Spanish version):

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf

For a brochure pertaining to residential displacement of mobile homes, access the following (first link is for the English version; second link is for the Spanish version):

http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf
http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf

Business and Farm Relocation Assistance Program

For the Relocation Assistance for Businesses and/or Farms brochure, access the following (first link is for the English version; second link is for the Spanish version):

http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf
http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf

Additional Information

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project would not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments would not be required to move unless at least one comparable "decent, safe, and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex, or national origin, is available or has been made available to them by the state.

Any person, business, farm, or non-profit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or the Caltrans' Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal counsel at his/her expense. Information about the appeal procedure is available from Caltrans' Relocation Advisors.

The information above is not intended to be a complete statement of all of Caltrans' laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of Caltrans' relocation programs.

Important Notice

To avoid loss of possible benefits, no individual, family, business, farm, or non-profit organization should commit to purchase or rent a replacement property without first contacting a Department of Transportation relocation advisor at:

State of California
Department of Transportation, District #6
1352 W. Olive Avenue
Fresno, CA 93728

List of Technical Studies that are Bound Separately

Air Quality Report
Noise Study Report
Water Quality Report
Natural Environment Study
Biological Assessment

- Biological Opinion

Location Hydraulic Study
Hazardous Waste Report

- Initial Site Assessment

Scenic Resource Evaluation/Visual Assessment
Initial Paleontology Study
Preliminary Geotechnical Report
New Advance Planning Study (Bridge Design)
Traffic Report
Historical Property Survey Report

- Historic Study Report
- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report